



Montgomery Road Safety Improvements Open House

1/25/2017

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

Montgomery Road Project Details:

- Project Limits:
 - Norwood Corporation Line to Silverton Corporation Line
 - 2 miles in length
- Scope:
 - Street Rehabilitation
 - Restriping to Improve Safety
 - Seven Signal Upgrades
 - Two Signal Rebuilds
 - Montgomery & Orchard/Robison
 - Montgomery & Lawndale
- Project Cost:
 - Total Project Cost = \$2.5M
 - \$2.0M from Federal CMAQ funds
- Schedule:
 - Construction begins June 2019

Montgomery Road Project Data:

- Project initiated from an ODOT safety study in 2009
 - The study looked at Montgomery Road from Losantiville Road to Grand Vista Blvd
 - From 2004 through 2006 there were 141 crashes in that section with 44 involving parked vehicles
 - Study recommended a five lane section with parking restrictions as needed
- DOTE performed traffic counts in 2016
 - Six 24-hr counts
 - ADT ranged from 11,537 vpd to 18,340 vpd
 - 85th Percentile speed = 30 to 39 mph
 - Fifteen minute turning movement counts at non-signalized intersections
 - Thirty minute turning movement counts at signalized intersections

Montgomery Road Project Data:

Updated crash data (2014-2016):

- Cypress Way to Langdon Farm
 - 40 crashes
 - 14 parked car
 - 5 sideswipe
 - 1 bicycle
- Langdon Farm to Grand Vista
 - 112 crashes
 - 26 sideswipe
 - 23 parked car
 - 1 pedestrian
- Grand Vista to Coleridge
 - 71 crashes
 - 15 parked car
 - 8 sideswipe
 - 2 bicycle
 - 2 pedestrian

Montgomery Road Proposed Section:

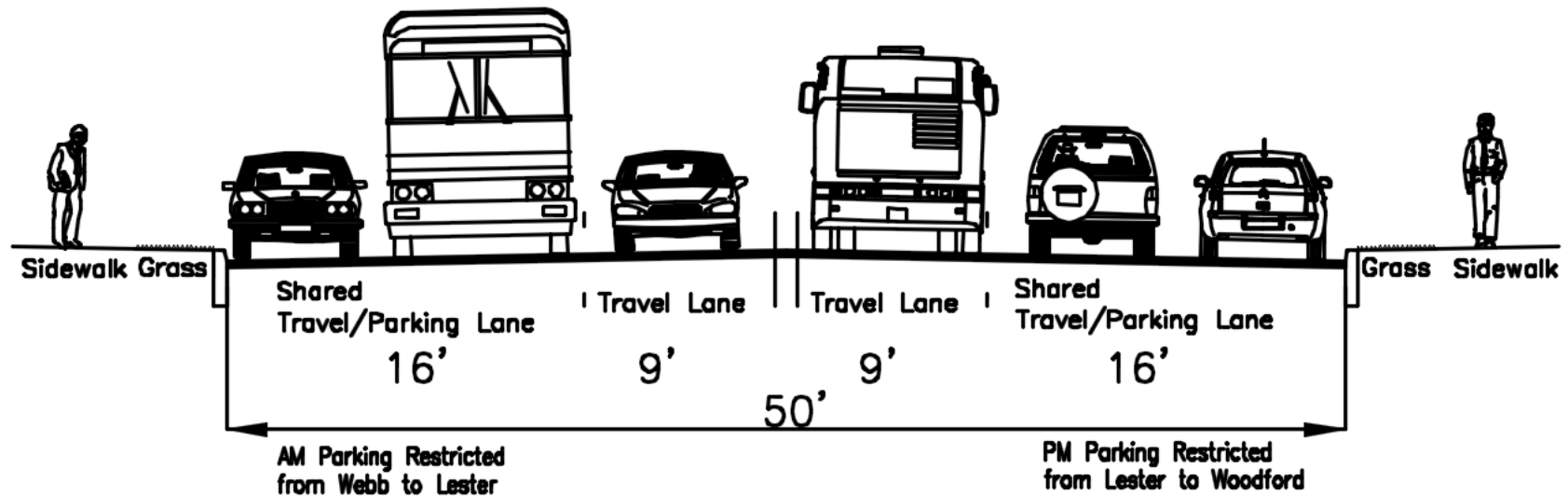
All proposed alternatives have five lanes.

- Benefits of the Proposed Section:

- Standard lane widths will reduce parked vehicle and sideswipe collisions
- Left turn lane will reduce congestion and improve safety
- Safer for pedestrians as the center turn lane acts as a refuge when crossing at non-signalized intersections
- Speed will be more regulated

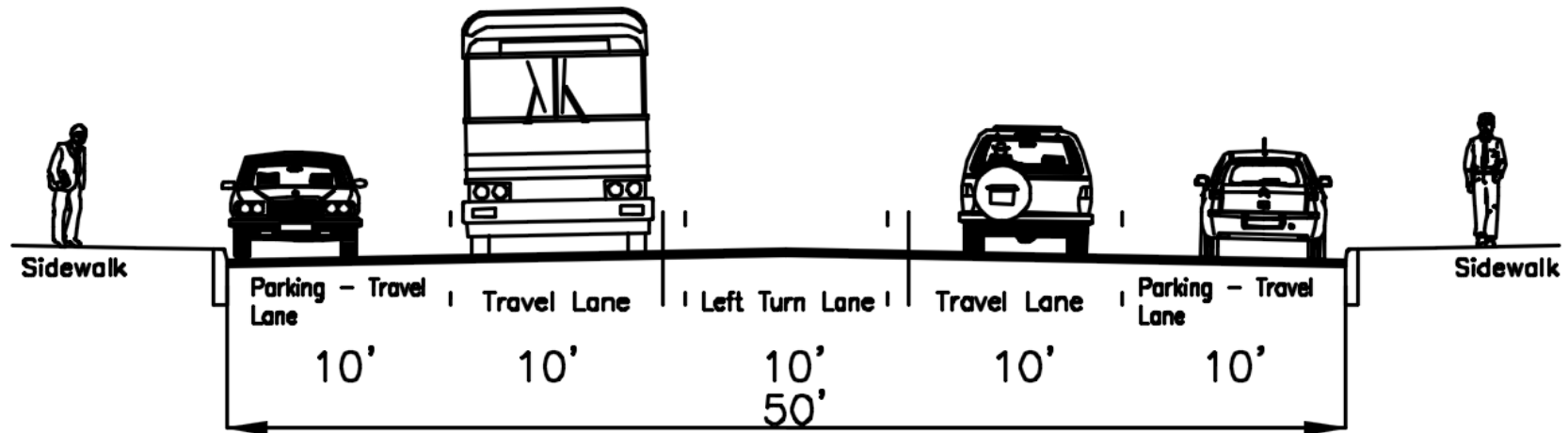
Montgomery Road Existing Section:

- 16' parking/travel lanes
 - Standard is 18' minimum with 20' preferred
- 9' travel lanes
 - Standard is 10'



Montgomery Road Proposed Section:

- Five - 10' travel lanes
 - Center left turn lane
 - Parking in curb lane



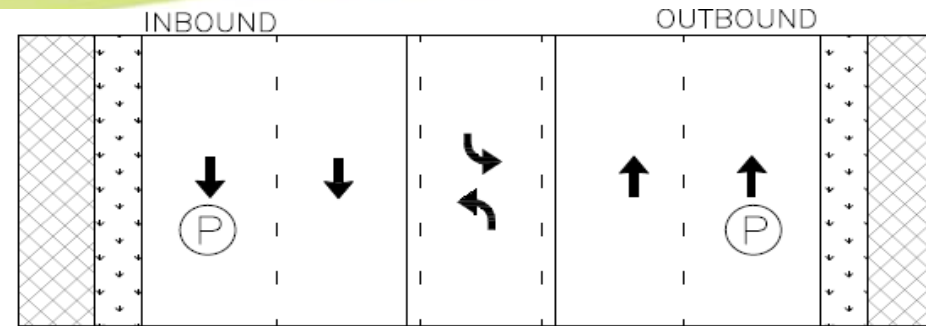
Montgomery Road Project Alternatives:

The purpose of this Open House is to present and receive feedback from the Community on the proposed alternatives. DOTE will use the feedback to help determine which alternatives to move forward.

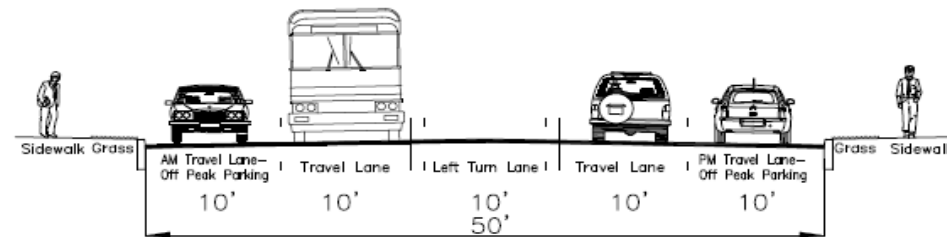
- Count data was used to model different options
 - Turning movement counts were extrapolated out to 1-hour then balanced using the 24-hour counts
- All options involve restriping the project to 5 lanes with a center turn lane
 - Different alternatives have varying peak hour parking restrictions
- Project is divided into three areas
 - Langdon Farm to Grand Vista (Pleasant Ridge Business District)
 - Cypress Way to Langdon Farm
 - Grand Vista to Coleridge

Montgomery Road Project Alternatives:

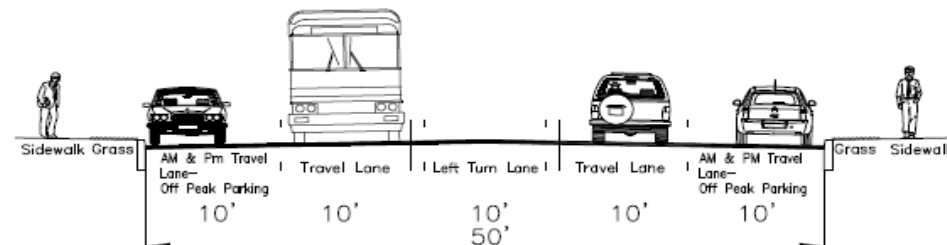
Cypress Way to Langdon Farm & Grand Vista to Coleridge



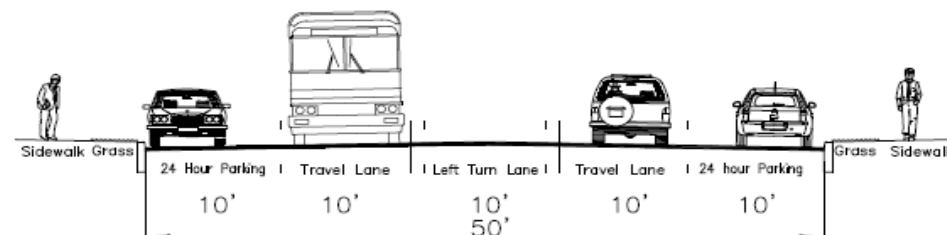
Alternative 1



Alternative 2

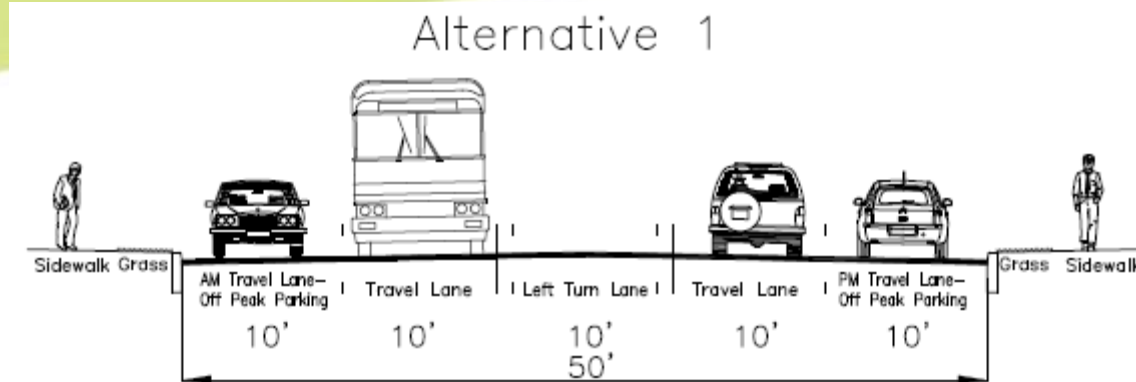


Alternative 3



Montgomery Road Project Alternatives:

Cypress Way to Langdon Farm & Grand Vista to Coleridge



Parking restricted on the inbound side of the street in the AM (7-9) and on the outbound side of the street in the PM (4-6).

Pros:

- Parking on one side of the street at all times
- Greater capacity in the peak direction
- Overall minimal impact to capacity
- Regulates speed in the off peak direction & in non-peak periods

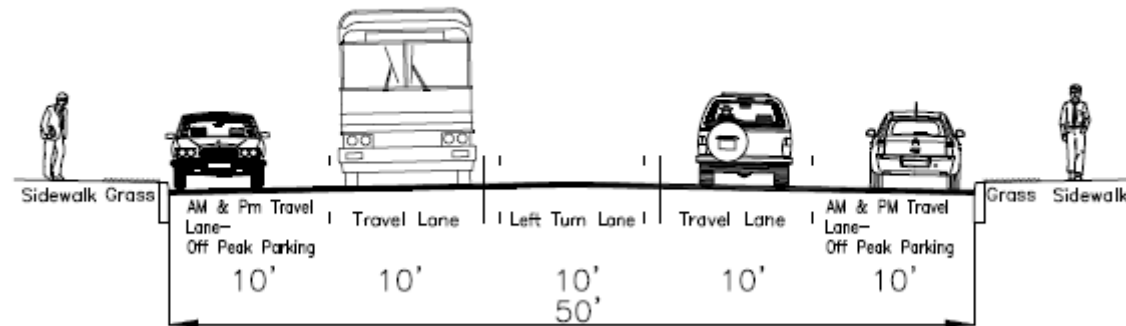
Cons:

- Parked cars must be moved to the other side of the street during peak restrictions
- Allows for faster speeds in the peak direction
- Slightly less capacity in the non-peak direction during peak periods

Montgomery Road Project Alternatives:

Cypress Way to Langdon Farm & Grand Vista to Coleridge

Alternative 2



Parking restricted on both sides of the street in the AM (7-9) and the PM (4-6).

Pros:

- Capacity would be improved during the peak hours
- Overall capacity would remain about the same

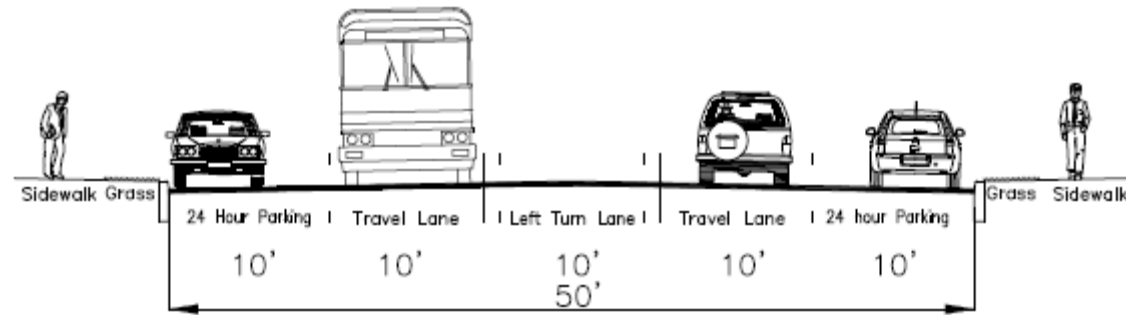
Cons:

- All parked vehicles would have to be removed from the street in both the AM & PM peaks
- During the peaks speed would likely be higher

Montgomery Road Project Alternatives:

Cypress Way to Langdon Farm & Grand Vista to Coleridge

Alternative 3



24 hour parking on both sides of the street

Pros:

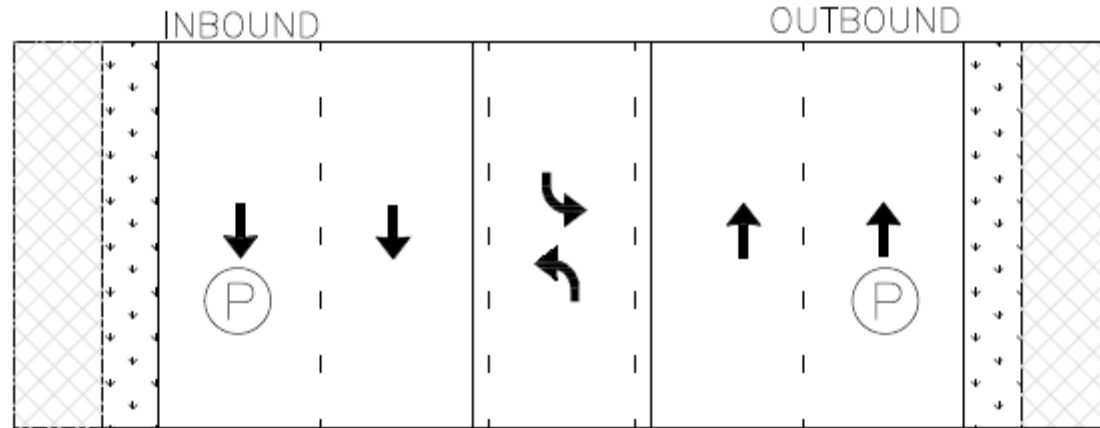
- Parked vehicles would not have to be moved
- Speed would be regulated
- Easier to judge gaps from the side streets
- Overall capacity would not be reduced

Cons:

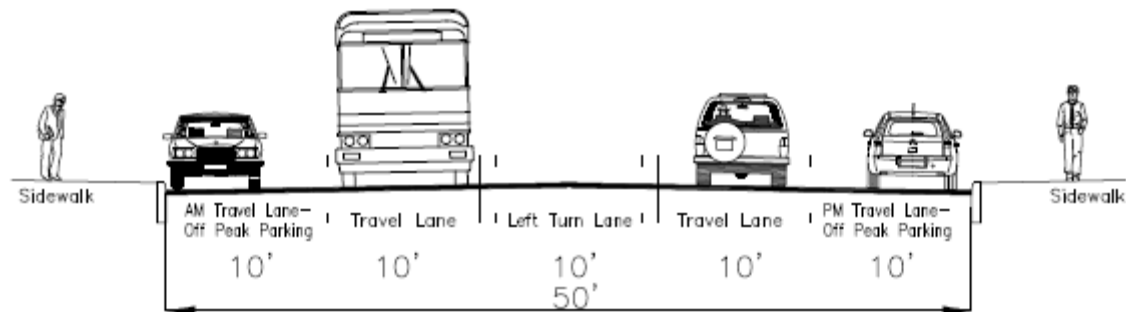
- Capacity would be slightly reduced compared to existing conditions during peak times
- Less gaps when turning out of side streets

Montgomery Road Project Alternatives:

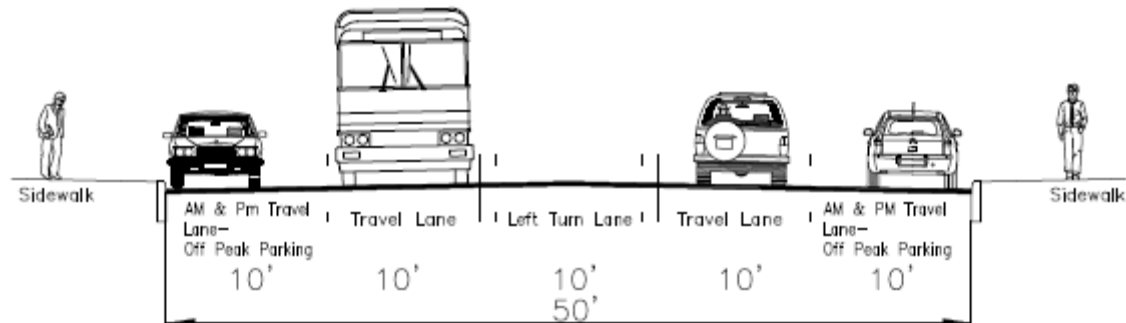
Langdon Farm & Grand Vista



Alternative 1

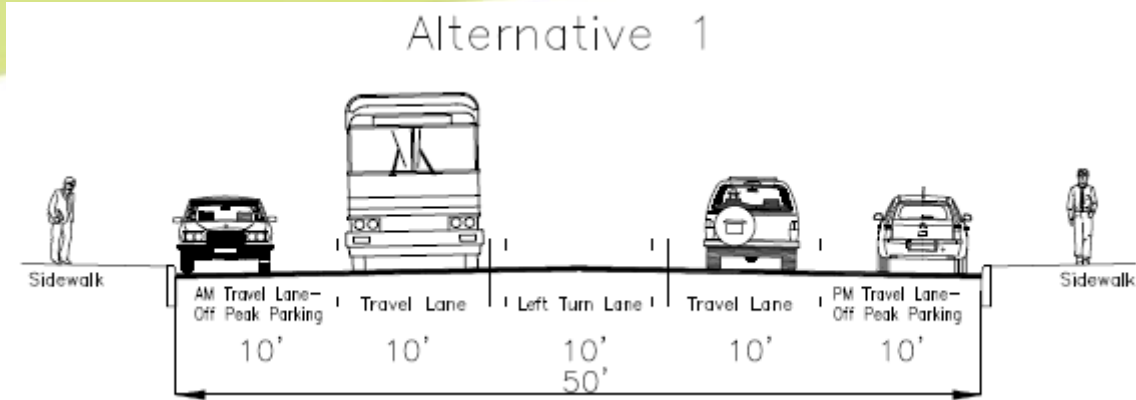


Alternative 2



Montgomery Road Project Alternatives:

Langdon Farm & Grand Vista



Parking restricted on the inbound side of the street in the AM (7-9) and on the outbound side of the street in the PM (4-6).

Pros:

- Parking on one side of the street at all times
- Greater capacity in the peak direction
- Overall minimal impact to capacity
- Regulates speed in the off peak direction & in non-peak periods

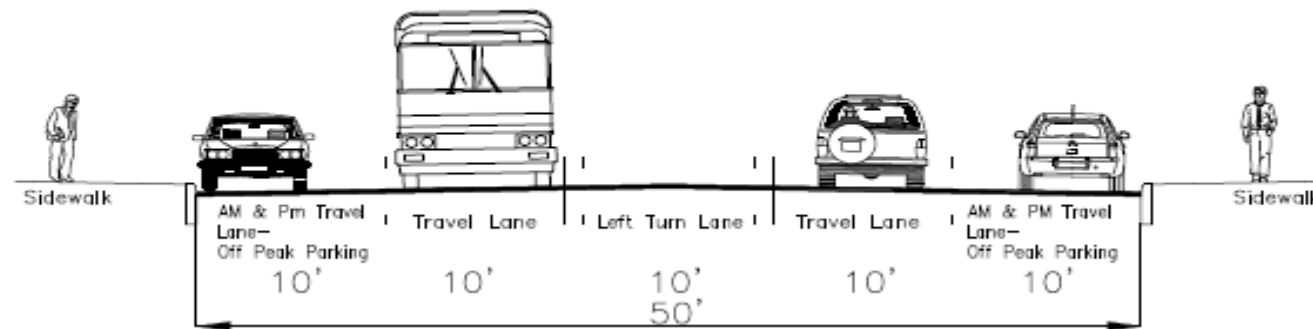
Cons:

- Parked cars must be moved to the other side of the street during peak restrictions
- Allows for faster speeds in the peak direction
- Slightly less capacity in the non-peak direction during peak periods

Montgomery Road Project Alternatives:

Langdon Farm & Grand Vista

Alternative 2



Parking restricted on both sides of the street in the AM (7-9) and the PM (4-6).

Pros:

- Capacity would be greatly improved during the peak hours
- Overall capacity would remain about the same
- More acceptable gaps for the side street vehicle during peaks

Cons:

- All parked vehicles would have to be removed from the street in both the AM & PM peaks
- Speed may be higher during the peaks

Montgomery Road Project Next Steps:

- DOTE will gather the input from the Community and use that information to help determine the preferred alternatives
- DOTE will notify the Community Councils of the selected alternatives
- DOTE will notify the residents/property/business owners of Montgomery Road of the selected alternatives
- If deemed necessary DOTE will hold another public meeting to discuss the selected alternatives
- DOTE will work with Community Councils and the residents/property/business owners of Montgomery Road on the detailed design of the selected alternatives (e.g. crosswalk treatment, loading or other special parking zones, bus stops)

Montgomery Road Project :

Comments or Questions?

All information can be found at:

<http://www.cincinnati-oh.gov/dote/dote-projects/>

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Montgomery Road Project :

Thank You for attending!

Special Thanks to the Kennedy Heights Art Center!

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